

GERMAN WHEELS ON NEW TRACKS

Economic System Changed
and All Factories Turn
Out War Supplies.

EXPORTS ARE CUT OFF

So Syndicates Alter Products and In-
ventive Genius Makes Substitutes
for Necessary Imports.

By FREDERICK WERNER.
Berlin, July 31.—When Germany declared war against Russia almost exactly a year ago today, her military preparations were perfect, but as it became evident that the struggle was to be one for the country's national existence the government with characteristic energy planned a thorough reorganization of the nation's economic and industrial activities and resources.

This reorganization may now said to be complete, the country is fully organized for war and though, of course, the varying fortunes of war will continually bring forward new problems to be solved, a solid foundation has been laid for the maintenance of social life in the near future.

"It is almost impossible to imagine," a prominent member of the government said to me, "what a gigantic task it has been to reorganize the entire production of a country, the value of whose annual exports exceeded 20,000,000,000 marks (\$4,000,000,000) and whose exports were increasing more rapidly perhaps than those of any other country in the world, when suddenly all outside communications were cut off."

"For an entire year Germany has been practically a closed country, as were formerly China and Japan, and simultaneously have been engaged in a life-and-death struggle against a world of enemies. No country in the world has ever found itself placed in a similar position."

In August, 1914, all Germany's industrial activities were suddenly paralyzed. The official statistics show this in the most striking manner. In July, 1914, there were on an average about 144 applicants for every 100 vacant positions. In August the number of applicants suddenly rose to 216. It was not long, however, before the demand made by the war department revived production, the enormous orders for war supplies of all kind began to show their effect and, as the number of men called to arms continued to increase, there became less unemployment. In December, 1914, the number of applicants for 100 vacant positions was 134, or below the normal.

The German ability not only to hold out but even to grow stronger, has far surpassed even the most sanguine expectations of German political economists. As one of them recently said: "The wheels of the engine are now running smoothly on the new tracks as they did on the old."

The reason must be sought in the splendid organization of German manufacturers, who are practically all united in trusts or syndicates.

The central management of these had long been able to control the color of their activities to the demands of the changed situation.

This is also the reason why the effects of the British blockade of the empire have been relatively little, and why many have proven herself to be an empire that is practically independent of the outside world and able to exist on her own resources.

Though Germany has had to do without imports valued at 12,000,000,000 marks, \$2,400,000,000, her supplies are not yet exhausted and she has suffered very little, though in some cases substitutes have had to be found.

There has, of course, been a temporary shortage of grain, but potatoes were found to be excellent substitutes and Germany's home production is making four times as big as that of Great Britain and at least five times as big as that of the United States.

The lack of saltpeper for some time was viewed, with alarm, as a serious danger. German chemists found a remedy and the government has now laid the foundation of a manufacture of nitrates which will very shortly make Germany permanently able to get along without any imports in this war, when it has been necessary to use more fertilizers than ever on the fields. Nitrates in sufficient quantities have been successfully manufactured.

In the same way, the manufacture of benzol has covered the alarming shortage of benzene.

Whenever it has been possible steel, iron and zinc, being used in place of copper, but should it become necessary Germany may make use of her reserve supplies of the red metal, which are very large.

The German chemist has also conquered the lack of cattle food, having invented an aluminous food made by oxygenizing the refuse from the breweries. There is besides an enormous excess supply of sugar and side products of the sugar factories.

The fact that German exports have ceased has liberated thousands of hands needed for the production of war supplies, not only munitions, but many other things continually required by the armies in unlimited quantities. Practically all industrial concerns have been able to pay their usual dividends to their stockholders.

Everybody knows the great department store, Wertheim in Berlin. Its sales dwindling to a mere fraction of their normal size, the firm opened a factory for shells in a Berlin suburb. Kempinsky, owner of the famous restaurant in Leipzigerstrasse, is making goulash for the army and Girmes, the well-known Crefeld manufacturer of artificial silk, are making ammunition.

This has again kept all Germany's machine shops busy, for instead of turning out machinery for export they are busy making machines for the transformed industrial establishments at home.

The amalgamated and artificial silk manufacturers at Frankfurt normally turn out artificial silk, but as there is no demand for it now, the firm has transformed its drying plant and is now using all its hands in turning out dried vegetables for the army.

Guben & Co., in Spreewald, ordinarily manufacture felt hats, millions of wearers of felt hats are now serving in the armies and the firm found itself on the verge of ruin. As this would have been a veritable calamity for the town of Spreewald, the Oberburgermeister went to the military authorities and asked them to adopt felt helmets instead of leather helmets in the army. A successful experiment was made, the felt helmet was adopted, Guben began to manufacture these, and the crisis was averted.

Many other similar changes in the uniform have been made to save manufacturers.

Now, a year after the beginning of the war, the transformation of German industries is complete.

Rapid cooling of a liquid produces fine crystals; the slower it changes form the larger the crystals.

WRITES OF NEEDLES AND WAR

Child Says French Must Keep On
With Their Knitting.

Special Cable to The Washington Herald.
Paris, July 31.—She was a little girl of thirteen. Her teacher had told her to write something on the subject: "What are we to do with our knitting needles when the war is over?" Here is what she wrote:

"What are we to do with our knitting needles when the war is over? It seems to me that there is only one thing for us to do. We must keep on knitting for the children who have lost their fathers in the war, and if one of these children should thank us, we should say: 'What have we given you? Just a little wool and a little of our time, but you have given us your father, for it was to defend him that he gave his life.' As long as there are orphans of war in France, no French girl must lay aside her knitting needles."

TEUTON ARISTOCRACIES DEPLETED BY STRIFE

Fifty Per Cent of Real Brains of
Those Two Countries Have
Died in War.

Special Cable to The Washington Herald.
Berlin, July 31.—Germany and Austria are suffering heavy losses in the quality of the human material that is sacrificed on the battlefields. The intellectual classes of both countries have already been decimated. Thousands of the foremost scientists, writers, physicians, engineers, artists, inventors, and lawyers have laid down their lives for their country. These men cannot be replaced in decades, if at all.

There is hardly one noble family in the allied Teutonic countries which has not lost one or more of its members. With many thousands of other aristocrats, mostly army officers, a number of members of reigning houses have been killed and many others are crippled for life.

Far more serious, is the loss of the two allied empires in brains. Hundreds of thousands of members of the learned professions have been called to the colors and other hundreds of thousands have been killed.

Over 50 per cent of the professors of great universities and the other higher educational institutions went to the front, together with practically all the students. The loss of the learned professions, teachers, sculptors, journalists and writers, chemists, technical experts and doctors.

"The Hamburger Remdenblatt" reports that Germany alone lost over 90,000 intellectuals in the first eight months of the war. About 25,000 students of universities, preparatory colleges and technical schools had been killed up to April 1, it says. The losses of the learned professions, teachers, sculptors, journalists and writers, chemists, technical experts and doctors.

"Professors of universities, colleges, etc., and teachers of public schools and other educational institutions, 10,000; judges and attorneys, 11,000; public officials of all kinds, 15,000; doctors, 11,000; chemists, musicians, actors, etc., 11,000; engineers, technicians, engineers and kindred professions, 15,000."

The losses of the Austro-Hungarian empire are comparatively small, but heavy. There also many of the best brains and greatest minds have been devoted by the war-moloch. Many of the scholars and artists who have been killed can never be replaced.

"When the balance of the war is drawn these losses will count more than all others, because they threaten to arrest the intellectual advance which both countries have made in the last few months of stagnation. Even the most glorious victory would be too dearly paid for at such a price."

MUSIC AND MUSICIANS

Local friends and admirers of Mr. Sidney Lloyd Wrightson, the well-known baritone soloist and choral director, will be pleased to know of a very successful recent given recently in the village studio, at Ogunquit, Me.

Some of those who heard the recital have written to Washington friends telling them that it was one of the best recitals they have ever heard, and that it was the most generously received by a very large audience.

The accompaniments were played by Mrs. Jewell Doolittle, who has been following as a "Spirit Flower" (Campbell-Tipton), "Rose Marie," "Old English" (Molloy), "Sylvan" (Sinding), "Invictus" (Huhn), "When the Roses Bloom" (Reichardt), "Oh for a Bunch of Violets" (Allington), "The Song" (Salter), "O Thou Sublime Sweet Evening Star," from Tannhauser (Wagner), song cycle, "Ellenland," Op. 8, "Silent Way," "Frauenworte," "Secret Greetings," "On the Shore of the Lake," "Child Voices," "Moonlight Night," "Dreams," "Anthem," "Resignation" (Alexander von Felicitas).

Word has reached local friends of Miss Marie McCourt, well-known pianist, that the musical people of Hartford, Conn., have recently enjoyed a very charming recital given by Miss McCourt. Miss McCourt is the guest of Miss Mary Melvin at Lenox Court, in Hartford.

An interesting account is given in a recent number of the Sidney and Melbourne Theatricals, a lesson in singing given by Mme. Melba to a number of students in the East Melbourne Conservatorium. Mme. Melba began her lesson with a physiological discussion on the throat, and then proceeded to sing the first thing a student in singing should learn is the physical formation of what she sings with. Then she gave them some advice about hard work, saving among other things:

"Without hard, concentrated work you can do nothing, not even if you have the most beautiful voice imaginable. 'Health, musical intelligence, pluck, grit, and then will go to Passo Robles. You must relax the same as a prize fighter does before he enters the ring.'"

Perhaps the most notable feature of the lesson was that every student was met with the same injunction to relax. "Relax, relax—you cannot sing if you stand wrong," Mme. Melba told nearly everyone in succession.

Mr. Paderewski has finally got his affairs in such condition in the East that he has been able to fulfill his promise to go to California. He expects to be on the Coast in the neighborhood of six weeks. He will be in San Francisco for a Polish Day that is being arranged at the Panama-Pacific International Exposition, and then will return to New York. Mr. Paderewski expects to go to Bar Harbor for a few weeks.

A new application of compressed air is in coming. An electric air pressure cooker has been invented, consisting of an air-tight chamber with an air pump driven by an electric motor which operates automatically. The advantage of the invention lies in the fact that it preserves the flavor and prevents the loss of substance that usually results, particularly in the case of meats, when ordinary cooking methods are used.

IN THE WORLD OF MAKE BELIEVE



Una Clayton & Co. Keith's

Nat W. Mills, "The Happy Tramp," who will head the Dillingham revue at the New York Hippodrome in the fall, has been given laughing leadership of the B. F. Keith Theater bill this week; the nonsensical nomad of song and story has rearranged his present starring tour of vaudeville to enable him to make his annual "cheer-up" visit to his natal city during the sultry summer days. Nat was conspicuous in the first tour of the Lambs Club and he will give here the same feature he then inserted in the squalor of the funny flock, with such additions as more recent events have inspired.

Another stellar feature, Una Clayton and company in "Milk," will lend extraordinary interest to the bill as "Milk" is the "crusade" comedy under the auspices of the National Pure Milk Association, which is making a nation-wide fight for better milk, its slogan being "Better Milk, Better Babies, Better Mothers, Better Manhood."

In Keith vaudeville, which opens its doors and influence to every-thing of public moment, it is said to be a sensation like Nazimova's "War Brides," except that "Milk" is a pure comedy, the heroine being a "Little Mother of the Slums," who valiantly goes up against crooked milk dealers in behalf of her little chicks.

All of the public spirited citizens and civic organizations are planning to take part in this week's crusade. In addition to the regular two-day performances of the Clayton company, there will be a great meeting Tuesday forenoon at Keith's, which will be addressed by Miss Clayton, Health Commissioner Woodward and many other interested propagandists. Admission will be free to the audience of mothers, school children and others. The general plan includes an address by a prominent pure milk advocate at every matinee and George Perry, and all the other attractions popular through the advertising and news columns of this paper.

Other novel and noteworthy amusement features tending to lighten the bill will be Mazie King, former premiere danseuse of "The Midnight Sons" and "The Henpecked," assisted by Tyler Brooks in "The U. S. Capitol Steps Dance," which she designed; James Hussey and Jack Boyle in "The New Chauffeur," telling fresh troubles; Le Hoon and Depece in a pretty innovation, Dorothy Richmond, Peil Trenton and company in "A Midnight Marriage," by Edgar Allan Poe; John Cutty in an instrumental interlude, Grace Fisher, "The Sunshine Girl," the pipe organ recitals and the Pathe Weekly News Pictorial.

Today at 3 and 5:15 p. m. the vaudeville concert bill will present Homer B. Mason and Marguerite Kogler, Harry Cooper, Frankie Heath and George Perry, and all the other attractions popular through the advertising and news columns of this paper.

Parker seldom is pessimistic. He gets nearly all the joy that can be squeezed out of life. He reads much, for he always climbs out, and walks away with only a few scratches. To offer a hand of assistance or a word of caution to Parker is to awaken his wrath.

Parker is a scholar. He comes from an old New England family. He studied at a number of technical schools in and near Boston. For a while he studied law. He is well read and well informed and he is as pleasant a man to chat with as can be found in the city's journey.

Parker has been a baseball fan from the time he was a boy. He has held a bat and support a catcher's mitt on his hand. When ten years old he was struck on the nose squarely by a blow made him by a baseball. The blow made him a baseball player. He is a piano tuner of rare ability. There are not many in the city better than he.

When Parker is given an order to tune a piano in Chevy Chase or Anacostia or Alexandria he grasps his heavy walking stick and walks straight to the corner for a car. He always walks alone. He takes a special pride in the way he gets along with his cane. Of course, he has to ask whether he is getting on the right car, but that is all the assistance he needs. He can find any house in any part of the city. After he has found the house his ear does the rest. Not only can Parker tune pianos, but he can repair them, too. He has a large number of pianos in his home. He knows how they are made and how they are tuned. He can play them just about as well as he can tune them.

Parker's principal pastime is falling down manholes and cellars. It is all because of his independence. In his wanderings around the city by Washington, offers a rare opportunity. Various and sundry popular amusements are provided for the entertainment of old and young alike. Band concerts by Schroeder's Band and dancing in the large pavilion overlooking the steamers of the Potomac at this point are pleasant features. At night the brilliant electrical display adds to the charm of the resort. On Wednesday, August 3, Charles Macalister leaves the Seventh street wharf at 10 a. m., 2:30 and 6:30 p. m., and twice on week days stops are made at Mount Vernon, affording an opportunity to visit the home and tomb of George Washington.

COMING TO KEITH'S.

Keith's bill for next week sends the summer standard still higher, according to varied and varied. Mr. Robbins, who points with pride to the attractions headed by several stars, foremost being Edwards Davis, supported by Jules Power in "The Peace Cry"; Dorothy Sherman in "The Seven Colonial Belles," postponed from the present week; Al and Fannie Steadman in "Piano Capers"; Gladys Alexander, Vivian Murray and company in "Broadway Love"; Al Loyal's Dog, and other additions to be announced mid-week, including the pipe organ recitals and the Pathe Weekly News Pictorial.

Keith's bill for next week sends the summer standard still higher, according to varied and varied. Mr. Robbins, who points with pride to the attractions headed by several stars, foremost being Edwards Davis, supported by Jules Power in "The Peace Cry"; Dorothy Sherman in "The Seven Colonial Belles," postponed from the present week; Al and Fannie Steadman in "Piano Capers"; Gladys Alexander, Vivian Murray and company in "Broadway Love"; Al Loyal's Dog, and other additions to be announced mid-week, including the pipe organ recitals and the Pathe Weekly News Pictorial.

Keith's bill for next week sends the summer standard still higher, according to varied and varied. Mr. Robbins, who points with pride to the attractions headed by several stars, foremost being Edwards Davis, supported by Jules Power in "The Peace Cry"; Dorothy Sherman in "The Seven Colonial Belles," postponed from the present week; Al and Fannie Steadman in "Piano Capers"; Gladys Alexander, Vivian Murray and company in "Broadway Love"; Al Loyal's Dog, and other additions to be announced mid-week, including the pipe organ recitals and the Pathe Weekly News Pictorial.

Keith's bill for next week sends the summer standard still higher, according to varied and varied. Mr. Robbins, who points with pride to the attractions headed by several stars, foremost being Edwards Davis, supported by Jules Power in "The Peace Cry"; Dorothy Sherman in "The Seven Colonial Belles," postponed from the present week; Al and Fannie Steadman in "Piano Capers"; Gladys Alexander, Vivian Murray and company in "Broadway Love"; Al Loyal's Dog, and other additions to be announced mid-week, including the pipe organ recitals and the Pathe Weekly News Pictorial.

Keith's bill for next week sends the summer standard still higher, according to varied and varied. Mr. Robbins, who points with pride to the attractions headed by several stars, foremost being Edwards Davis, supported by Jules Power in "The Peace Cry"; Dorothy Sherman in "The Seven Colonial Belles," postponed from the present week; Al and Fannie Steadman in "Piano Capers"; Gladys Alexander, Vivian Murray and company in "Broadway Love"; Al Loyal's Dog, and other additions to be announced mid-week, including the pipe organ recitals and the Pathe Weekly News Pictorial.

Keith's bill for next week sends the summer standard still higher, according to varied and varied. Mr. Robbins, who points with pride to the attractions headed by several stars, foremost being Edwards Davis, supported by Jules Power in "The Peace Cry"; Dorothy Sherman in "The Seven Colonial Belles," postponed from the present week; Al and Fannie Steadman in "Piano Capers"; Gladys Alexander, Vivian Murray and company in "Broadway Love"; Al Loyal's Dog, and other additions to be announced mid-week, including the pipe organ recitals and the Pathe Weekly News Pictorial.

Keith's bill for next week sends the summer standard still higher, according to varied and varied. Mr. Robbins, who points with pride to the attractions headed by several stars, foremost being Edwards Davis, supported by Jules Power in "The Peace Cry"; Dorothy Sherman in "The Seven Colonial Belles," postponed from the present week; Al and Fannie Steadman in "Piano Capers"; Gladys Alexander, Vivian Murray and company in "Broadway Love"; Al Loyal's Dog, and other additions to be announced mid-week, including the pipe organ recitals and the Pathe Weekly News Pictorial.

Itney Bus Income Squandered For Candies and Soda Water

Mercedes Calvo, Son of Costa Rica's Former Minister, and
Edwin Humphreys, Son of Writer, Get Monopoly on
Dupont Circle Transportation.

By RALPH W. BEXTON.

If you chance to be passing through fashionable Dupont Circle some morning there probably will come to your notice a small cardboard sign hung over the back of one of the green benches. If you give a glance at it you will see that there is printed on it in large and somewhat ill-shaped letters the following legend, obviously prepared by a childish hand:

"Wait for the Itney bus."
If you wait but a minute or two the Itney bus will faithfully make its appearance. Then perhaps you will be surprised. For you see neither a Ford nor any other kind of automobile. You will find before you what is commonly known as an "Irish Mail." It is a little four-wheeled truck designed for two children and propelled by handles worked backward and forward by the passengers.

Such is the Itney bus that you have been requested by the sign to wait for. It is the property of the Dupont Circle Itney Bus Company, a specific name is the sole rolling stock of the company. As to schedule, none yet has been submitted to the Public Utilities Commission. However, it is a safe guess to say that the Dupont Circle Itney bus will run almost continuously each morning from 9 to 12 o'clock.

The fares are reasonable—decidedly so. A joy ride around the entire circle costs 10 cents. A second ride will also be provided for the sum of two cents. For one cent a passenger is conveyed one-third of the distance around. The rates are based not upon physical valuation, but upon plain mathematics and common sense.

The promoters of this new project are Mercedes Calvo, 10 years of age, of 1502 P street northwest, son of the former Minister from Costa Rica, and Edwin Humphreys, likewise 10, of 150 P street northwest, son of a local newspaper man. Calvo, because of the prestige due to the once exalted position of his father, is president and treasurer of the company, and young Humphreys is traffic manager. The boys are great pals, and they decided a few days ago on the details of their street effort which they believe will make for them a pile of money.

The Itney service is greatly appreciated by the juvenile population of the neighborhood. The rolling stock is dazzling in beauty, for it was purchased for the president and treasurer by Senator Calvo, and Senator Calvo, it must be remembered, once was a diplomat. And that "Irish Mail" can spin too. More than once it has been suspected of violating the speed law and the traffic regulations, but the company so far has been fortunate enough to evade the bluecoats who patrol the park.

The trips all start from the bench where hangs the sign. President Calvo stands near the bench and drums up trade, somewhat like the second-hand gentleman on D street. Traffic Manager Humphreys paces behind the Itney to see that the passengers do not take a longer ride than they are entitled to and that they do not abscond with the car. President Calvo is insistent that the traffic manager accompany the Itney on all its trips, as he fears the rolling stock might tempt some young passengers to ride away with it.

If two passengers are secured, each is given a test ride on the "Irish Mail." Only one passenger can be found for a trip. President Calvo takes a ride himself. If business is very dull the president and traffic manager give an exhibition run, and they make the Itney run too. President Calvo attends the Force Public School, and Traffic Manager Humphreys goes to the National Cathedral School for Boys at St. Albans. Through these associations they have become acquainted with the sons of many prominent and wealthy Washingtonians, and the acquaintances now are proving of financial value to the Itney bus.

The officers of the company have decided that it is too hot to work in the afternoons, so the Itney service is confined to the morning hours. The afternoons are spent dividing the receipts of the day and investing them in soda water, candy, and other things that appeal to youngsters. President Calvo announces that the receipts average from 25 to 40 cents a day.

The service was discontinued temporarily yesterday morning owing to the breaking of one of the tires. Traffic Manager Humphreys announced last night that the service will be resumed promptly this morning.

The Itney service is greatly appreciated by the juvenile population of the neighborhood. The rolling stock is dazzling in beauty, for it was purchased for the president and treasurer by Senator Calvo, and Senator Calvo, it must be remembered, once was a diplomat. And that "Irish Mail" can spin too. More than once it has been suspected of violating the speed law and the traffic regulations, but the company so far has been fortunate enough to evade the bluecoats who patrol the park.

The trips all start from the bench where hangs the sign. President Calvo stands near the bench and drums up trade, somewhat like the second-hand gentleman on D street. Traffic Manager Humphreys paces behind the Itney to see that the passengers do not take a longer ride than they are entitled to and that they do not abscond with the car. President Calvo is insistent that the traffic manager accompany the Itney on all its trips, as he fears the rolling stock might tempt some young passengers to ride away with it.

If two passengers are secured, each is given a test ride on the "Irish Mail." Only one passenger can be found for a trip. President Calvo takes a ride himself. If business is very dull the president and traffic manager give an exhibition run, and they make the Itney run too. President Calvo attends the Force Public School, and Traffic Manager Humphreys goes to the National Cathedral School for Boys at St. Albans. Through these associations they have become acquainted with the sons of many prominent and wealthy Washingtonians, and the acquaintances now are proving of financial value to the Itney bus.

The officers of the company have decided that it is too hot to work in the afternoons, so the Itney service is confined to the morning hours. The afternoons are spent dividing the receipts of the day and investing them in soda water, candy, and other things that appeal to youngsters. President Calvo announces that the receipts average from 25 to 40 cents a day.

The service was discontinued temporarily yesterday morning owing to the breaking of one of the tires. Traffic Manager Humphreys announced last night that the service will be resumed promptly this morning.

The Itney service is greatly appreciated by the juvenile population of the neighborhood. The rolling stock is dazzling in beauty, for it was purchased for the president and treasurer by Senator Calvo, and Senator Calvo, it must be remembered, once was a diplomat. And that "Irish Mail" can spin too. More than once it has been suspected of violating the speed law and the traffic regulations, but the company so far has been fortunate enough to evade the bluecoats who patrol the park.

The trips all start from the bench where hangs the sign. President Calvo stands near the bench and drums up trade, somewhat like the second-hand gentleman on D street. Traffic Manager Humphreys paces behind the Itney to see that the passengers do not take a longer ride than they are entitled to and that they do not abscond with the car. President Calvo is insistent that the traffic manager accompany the Itney on all its trips, as he fears the rolling stock might tempt some young passengers to ride away with it.

If two passengers are secured, each is given a test ride on the "Irish Mail." Only one passenger can be found for a trip. President Calvo takes a ride himself. If business is very dull the president and traffic manager give an exhibition run, and they make the Itney run too. President Calvo attends the Force Public School, and Traffic Manager Humphreys goes to the National Cathedral School for Boys at St. Albans. Through these associations they have become acquainted with the sons of many prominent and wealthy Washingtonians, and the acquaintances now are proving of financial value to the Itney bus.

The officers of the company have decided that it is too hot to work in the afternoons, so the Itney service is confined to the morning hours. The afternoons are spent dividing the receipts of the day and investing them in soda water, candy, and other things that appeal to youngsters. President Calvo announces that the receipts average from 25 to 40 cents a day.

The service was discontinued temporarily yesterday morning owing to the breaking of one of the tires. Traffic Manager Humphreys announced last night that the service will be resumed promptly this morning.

The Itney service is greatly appreciated by the juvenile population of the neighborhood. The rolling stock is dazzling in beauty, for it was purchased for the president and treasurer by Senator Calvo, and Senator Calvo, it must be remembered, once was a diplomat. And that "Irish Mail" can spin too. More than once it has been suspected of violating the speed law and the traffic regulations, but the company so far has been fortunate enough to evade the bluecoats who patrol the park.

The trips all start from the bench where hangs the sign. President Calvo stands near the bench and drums up trade, somewhat like the second-hand gentleman on D street. Traffic Manager Humphreys paces behind the Itney to see that the passengers do not take a longer ride than they are entitled to and that they do not abscond with the car. President Calvo is insistent that the traffic manager accompany the Itney on all its trips, as he fears the rolling stock might tempt some young passengers to ride away with it.

If two passengers are secured, each is given a test ride on the "Irish Mail." Only one passenger can be found for a trip. President Calvo takes a ride himself. If business is very dull the president and traffic manager give an exhibition run, and they make the Itney run too. President Calvo attends the Force Public School, and Traffic Manager Humphreys goes to the National Cathedral School for Boys at St. Albans. Through these associations they have become acquainted with the sons of many prominent and wealthy Washingtonians, and the acquaintances now are proving of financial value to the Itney bus.

The officers of the company have decided that it is too hot to work in the afternoons, so the Itney service is confined to the morning hours. The afternoons are spent dividing the receipts of the day and investing them in soda water, candy, and other things that appeal to youngsters. President Calvo announces that the receipts average from 25 to 40 cents a day.

The service was discontinued temporarily yesterday morning owing to the breaking of one of the tires. Traffic Manager Humphreys announced last night that the service will be resumed promptly this morning.

The Itney service is greatly appreciated by the juvenile population of the neighborhood. The rolling stock is dazzling in beauty, for it was purchased for the president and treasurer by Senator Calvo, and Senator Calvo, it must be remembered, once was a diplomat. And that "Irish Mail" can spin too. More than once it has been suspected of violating the speed law and the traffic regulations, but the company so far has been fortunate enough to evade the bluecoats who patrol the park.

The trips all start from the bench where hangs the sign. President Calvo stands near the bench and drums up trade, somewhat like the second-hand gentleman on D street. Traffic Manager Humphreys paces behind the Itney to see that the passengers do not take a longer ride than they are entitled to and that they do not abscond with the car. President Calvo is insistent that the traffic manager accompany the Itney on all its trips, as he fears the rolling stock might tempt some young passengers to ride away with it.

If two passengers are secured, each is given a test ride on the "Irish Mail." Only one passenger can be found for a trip. President Calvo takes a ride himself. If business is very dull the president and traffic manager give an exhibition run, and they make the Itney run too. President Calvo attends the Force Public School, and Traffic Manager Humphreys goes to the National Cathedral School for Boys at St. Albans. Through these associations they have become acquainted with the sons of many prominent and wealthy Washingtonians, and the acquaintances now are proving of financial value to the Itney bus.

The officers of the company have decided that it is too hot to work in the afternoons, so the Itney service is confined to the morning hours. The afternoons are spent dividing the receipts of the day and investing them in soda water, candy, and other things that appeal to youngsters. President Calvo announces that the receipts average from 25 to 40 cents a day.

The service was discontinued temporarily yesterday morning owing to the breaking of one of the tires. Traffic Manager Humphreys announced last night that the service will be resumed promptly this morning.

The Itney service is greatly appreciated by the juvenile population of the neighborhood. The rolling stock is dazzling in beauty, for it was purchased for the president and treasurer by Senator Calvo, and Senator Calvo, it must be remembered, once was a diplomat. And that "Irish Mail" can spin too. More than once it has been suspected of violating the speed law and the traffic regulations, but the company so far has been fortunate enough to evade the bluecoats who patrol the park.

The trips all start from the bench where hangs the sign. President Calvo stands near the bench and drums up trade, somewhat like the second-hand gentleman on D street. Traffic Manager Humphreys paces behind the Itney to see that the passengers do not take a longer ride than they are entitled to and that they do not abscond with the car. President Calvo is insistent that the traffic manager accompany the Itney on all its trips, as he fears the rolling stock might tempt some young passengers to ride away with it.

If two passengers are secured, each is given a test ride on the "Irish Mail." Only one passenger can be found for a trip. President Calvo takes a ride himself. If business is very dull the president and traffic manager give an exhibition run, and they make the Itney run too. President Calvo attends the Force Public School, and Traffic Manager Humphreys goes to the National Cathedral School for Boys at St. Albans. Through these associations they have become acquainted with the sons of many prominent and wealthy Washingtonians, and the acquaintances now are proving of financial value to the Itney bus.

The officers of the company have decided that it is too hot to work in the afternoons, so the Itney service is confined to the morning hours. The afternoons are spent dividing the receipts of the day and investing them in soda water, candy, and other things that appeal to youngsters. President Calvo announces that the receipts average from 25 to 40 cents a day.

The service was discontinued temporarily yesterday morning owing to the breaking of one of the tires. Traffic Manager Humphreys announced last night that the service will be resumed promptly this morning.

The Itney service is greatly appreciated by the juvenile population of the neighborhood. The rolling stock is dazzling in beauty, for it was purchased for the president and treasurer by Senator Calvo, and Senator Calvo, it must be remembered, once was a diplomat. And that "Irish Mail" can spin too. More than once it has been suspected of violating the speed law and the traffic regulations, but the company so far has been fortunate enough to evade the bluecoats who patrol the park.

The trips all start from the bench where hangs the sign. President Calvo stands near the bench and drums up trade, somewhat like the second-hand gentleman on D street. Traffic Manager Humphreys paces behind the Itney to see that the passengers do not take a longer ride than they are entitled to and that they do not abscond with the car. President Calvo is insistent that the traffic manager accompany the Itney on all its trips, as he fears the rolling stock might tempt some young passengers to ride away with it.